

## INQUIRY ORDERED

Naval Board Appointed to Investigate the Maine Disaster.

## PROMINENT OFFICERS NAMED

They Will Convene at Scene of Wreck in a Few Days.

## THEORIES ABOUT THE ACCIDENT

Captain Bradford Says Maine's Coal Was of Good Quality.

## TRYING TO REACH SIGSBEE

The Navy Department received a dispatch this morning from Admiral Sigsbee, in command of the North Atlantic squadron, giving the details of the court of inquiry to investigate the Maine disaster, as follows: Capt. Sampson, president of the court; Capt. Chadwick, Lieut. Commander Schroeder, Lieut. Commander Marix.

Capt. Sampson, the president of the court, is commander of the battle ship Iowa, now at the Tortugas; Capt. Chadwick is commander of the New York, at Key West; Lieut. Commander Schroeder is executive officer of the battle ship Massachusetts, now at the Tortugas; Lieut. Commander Marix is executive officer of the Vermont. He was formerly with the Maine as executive officer before the detail of Lieut. Commander Wainwright, who relieved him.

### Will Take Several Days.

It is believed that under the most favorable circumstances this investigation cannot be made for several days. Arrangements must be made for the proper working of the diving outfits and the board of inquiry must determine upon a line of action. Besides, Lieut. Commander Marix, who will be a member of the court of inquiry, has just been released from duty with the Billings court-martial in Key West. He left Washington at 11 o'clock today by train for Key West, and he is supposed to be assigned to duty as judge advocate of the court. Probably the board will be conveyed from Havana to Key West by the Olivette or one of the light house tenders, as it is again stated today that the Navy Department has no intention of sending another man-of-war to Havana immediately.

General fear is expressed by the older officers of the Navy Department that the destruction of the Maine had been so complete, at least in the forward portion of the ship, where the explosion is believed to have occurred, that it would be perhaps impossible to find sufficient evidence in the wreck of the hull to be able to declare with certainty the cause of the disaster. The reports coming from Havana and printed this morning descriptive of the occurrence of the wreck yesterday strengthen these doubts.

The fallen smokestack, the disappearance of the big turret guns, the overturning of the decks forward, all seem to indicate that an enormous destruction has occurred below.

### Sunk by Internal Explosion.

It may be said, however, that nothing has yet developed in the news from Havana as to the appearance of the wreck survivors to change the opinion of the survivors of the officers and men in the Navy Department that the Maine sank as the result of an internal explosion.

As to the origin of this explosion there is still a wide difference of opinion, but the coal bunker theory today finds very many more strong supporters than any other theory. This theory is based on the supposition that spontaneous combustion in one of the bunkers, which in the Maine are separated from the magazine forward by a single thin iron partition, ignited the cause, and caused the destruction of the vessel. Proofs of similar fires on other vessels of the navy are being produced in profusion at the Navy Department today.

It is said that on the battle ship Indiana no less than seven fires have occurred in the coal bunkers. The Philadelphia has had at least one within the past year, while in the case of the flagship of the north Atlantic squadron, the New York, the department was obliged to order the discontinuance of the use of the magazine in the center of the ship because of danger from this cause and because it was subject to a high degree of heat by radiation from the furnaces.

### Character of Coal Supplied.

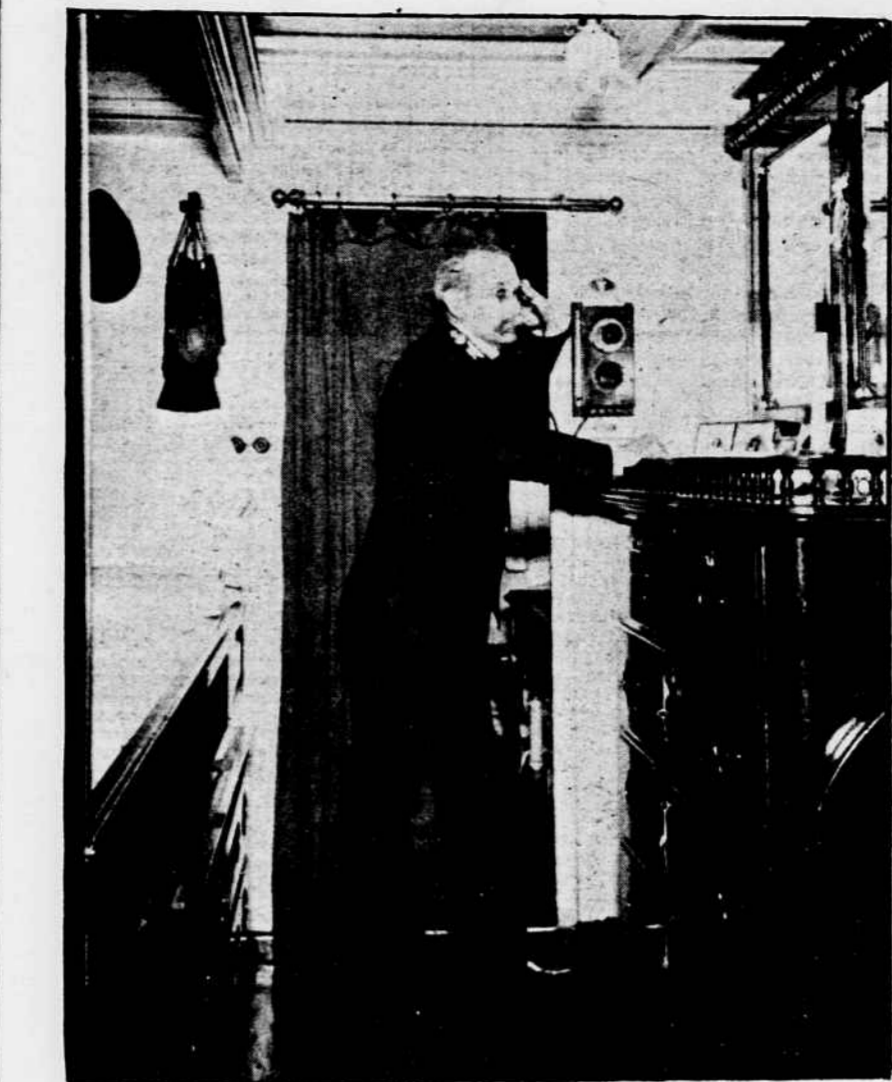
In connection with the theory of spontaneous combustion the character of the coal supplied to the Indiana assumed some importance. This is supplied at present to the bureau of equipment, and the head of that bureau, Captain Royal Bradford, this morning asserted positively that coal was of the very best. He produced the quarterly report required by regulations to show exactly the state of the Maine's coal supply and the quality of the coal. At the end of December the vessel had fifty-two tons of coal only in her bunkers. This was made up of Pocahontas and New River coal. Captain Bradford said that Pocahontas is a standard naval coal and is rated at 100. New River follows next and is set down at 95 per cent. These are semi-bituminous coals of a quality closely approaching that of the celebrated Welsh navigation coal, the British naval standard.

In the opinion of Captain Bradford, neither of these coals is particularly subject to spontaneous combustion. Since the Maine has been in the Gulf of Mexico, however, she probably has consumed a good part of this coal and has replenished her stock from the naval store at the Key West station. The coal taken on was an-

No. 14,050.

WASHINGTON, D. C., THURSDAY, FEBRUARY 17, 1898—FOURTEEN PAGES.

TWO CENTS.



CAPTAIN SIGSBEE IN HIS STATE ROOM.

From a Photograph Taken on Board the Maine.

thracite, which, said Captain Bradford, "is no more subject to spontaneous combustion than a pile of stones."

"The Maine took on 280 tons of this coal in December, and in January, before she left for Havana, she loaded up with 271 tons more. This coal at Key West is kept behind a picket fence, very much exposed to any evil-minded person who might desire to conceal a bomb therein, something which could only be effected with great difficulty after the coal was stored in the bunkers."

In spite of the British reflections upon the discipline on American warships, the officers here do not hesitate to say that in the matter of careful inspection of the coal bunkers, the Maine and the like, our navy is second to none in the world. But these obscure fires arising from spontaneous combustion are very difficult of detection. Such fires have been known to smolder undiscovered in piles of coal at the Washington navy yard here for many days before breaking out, and this, too, notwithstanding the fact that the piles are visited almost daily. Aboard ship the taking of the temperature of the magazine daily is one of the precautions to guard against such fires.

### Custom on the Maine.

In the case of the Maine this observation was usually taken at 9 o'clock in the morning, so that it was entirely possible for a bunker fire to have developed sufficient heat during the twelve hours that elapsed before the explosion to have ignited the ammunition. While the Brown powder used for the 10-inch guns is difficult to ignite without a detonator, still the application of heat in excess of 200 degrees for some time will cause the explosion which the application of a match would fail to bring about.

### Trying to Reach Sigsbee.

Secretary Long is making repeated efforts to obtain from Captain Sigsbee more accurate data respecting the dead and wounded than has heretofore been telegraphed. Half a dozen messages have been sent to the captain on this subject, but nothing on the subject has yet been received from him by the Navy Department, nor had it been able to hear from Key West, owing to the unfavorable weather conditions, and the wires in the south are said to be in trouble, which the naval officials think is the reason for the delay in receiving further advice, though the probable exhaustion of Captain Sigsbee and his officers after yesterday's work may also offer some explanation.

### Board Has Ample Authority.

Admiral Sigsbee's board has ample authority to make the most searching investigation into the cause of the disaster. The Fern and the Mangrove reported arrival at Havana last evening. The former is provided with diving apparatus, and as every warship company includes at least several expert divers there will be no lack of men to make the necessary search. These men can be depended upon to report the exact facts. They, moreover, will be subject to orders of the court of inquiry in every particular, and as they are familiar with the bottom of a warship of the type of the Maine they are not likely to be misled in the mistake of supposing the outlet hole or pipe from the interior to be a torpedo hole.

### Flags Ordered at Half-Mast.

The adjutant general of the army today telegraphed the commanding generals of all the military departments as follows:

"As appropriate honors to the battleship Maine, the President directs that flags at all army headquarters, military posts and on army buildings be displayed from sunrise to sunset at half mast until further orders."

### Divers Offer Their Services.

A number of telegrams have been received at the Navy Department from persons engaging in the diving business, offering their services in the effort to recover the valuables that are in the sunken ship, and to assist in ascertaining the cause which led to the explosion. Secretary Long had, however, already taken the initiative in the matter, and is in correspondence with several wrecking companies, inviting propositions from them to undertake the work. It is not likely, however, that any of the offers will be accepted until some report is received from Admiral Sigsbee, transmitting the report of the board of inquiry which he has appointed to determine the exact situation respecting the possibility of saving any portion of the vessel. When the cruiser Detroit sailed for the south February 5 she carried a few men destined for the Maine. The names of these men are: V. R. Hines, first-class apprentice; Eppa Lovett, seaman; E. J. Noble, third class gunner's mate, and Geo. T. Starr, seaman. The commanding officer of the Detroit telegraphed the Navy De-

partment today that the men named are still aboard the Detroit.

### BLANCO EXPRESSES REGRET.

Alcalde of Havana Joins in Condolence on Maine Disaster.

Captain General Blanco today cabled to Senor Du Bose, charge of the Spanish legation, giving the formal action of the insular government of Cuba expressing to the President of the United States profound sorrow over the catastrophe to the Maine and the resulting loss of life to Americans. At the same time the alcalde, or mayor of Havana, sent resolutions of the municipality expressing to the President the grief of the authorities and the people of Havana. Senor Du Bose presented the dispatches to Assistant Secretary Day, who laid them before President McKinley.

General Blanco's dispatch was as follows:

"At today's session of the insular government under my presidency it was resolved to express through your excellency a respectful and feeling manifestation of condolence to the President of the United States for the terrible catastrophe which resulted in the destruction of the cruiser Maine, causing the death of a large number of citizens and sailors of that nation. In accordance with this resolution, I request your excellency to pray the President of the United States to accept the condolence which I send, deploring as I do that this hospitable port should witness such a great misfortune for the American navy."

(Signed.) BLANCO.

The dispatch from the alcalde was as follows:

"The municipality has passed the following resolution: 'The catastrophe to the Maine has found a sad echo in every heart. The city of Havana offers to the American people the expression of its grief and claims the sad privilege of caring for the wounded and giving burial to the dead. The municipality requests you to express to the President of the United States the grief which is felt through the city of Havana.'"

(Signed.) MARQUIS ESTEBAR.

"Alcalde of Havana."

The foregoing is all the information received at the Spanish legation up to noon. Senor Du Bose has heard nothing in regard to the Madrid cable relative to the Viscaya. It was expected that this battle ship would arrive in New York today or tomorrow, and would remain two or three days before proceeding to Havana.

The legation is also without information concerning the reported note of Spain closing the De Lome incident.

### WILL NOT REPLACE THE MAINE.

Secretary Long So Advised by Both Lee and Sigsbee.

Secretary Long said today about 11 o'clock that he had not ordered another warship to Havana, and had no intention of doing so at present. "Both Consul General Lee and Capt. Sigsbee," said he, "advised against sending a warship there, and I see no reason for acting against their advice. We already have a number of small vessels in the harbor of Havana, and no more are needed so far as I can perceive. It may be deemed advisable to replace the Maine in that port in the course of time, but I see no reason for doing so at the present time."

### FEARS WERE NEEDLESS.

Three Washingtonians for Whom There Was Apprehension.

The Navy Department has been besieged with inquiries today by the relatives and friends of those sailors and marines supposed to have been stationed on the wrecked battle ship Maine. Among the complement of men assigned to the Maine are several Washingtonians, and it is to these that most of the inquiries refer.

William L. Gartrell, formerly of 1228 8th street northwest, was reported among the missing, but his brother, Mr. G. M. Gartrell, living at 128 G street, this morning received a telegram from him, dated Key West, stating "I am saved." Mr. Gartrell was a fireman on the Maine. He has been a seaman in the navy about six years.

At the home of Mr. Joseph B. Much, 1018 7th street southeast, all was apprehension, as it was supposed to have been one of the crew of the sunken ship. His mother, who is a widow, had not up to a late hour heard anything from him. He belonged on the Texas, but wrote his mother early in February that he expected to be transferred to the Maine. A press dispatch to The Star says that the man was not transferred to the Maine.

Charles H. Newton is another Washingtonian who was on the Texas, and whose friends feared he had been transferred to the Maine. His family, living at 504 7th

street southeast, heard nothing from him today, and were greatly worried. As fast as the news is received at the Navy Department affecting the members of the crew, who were residents of Washington or whose families reside here, those interested are immediately notified.

### MR. MITCHELL'S THEORY.

Some One Planted a Torpedo Near the Maine Early in the Evening.

Representative Murray Mitchell of New York, who was one of the President's visitors today, has an interesting theory of the Maine catastrophe. He says that instead of the magazine being exploded by a torpedo planted from underneath, "this torpedo," said Representative Mitchell to a Star reporter, "could have been dropped a good while before the explosion by any person sailing along in an insignificant craft, even a lugger. The passing of the craft at 7 or 8 o'clock would not have excited even notice. The persons in the vessel, handling the torpedo, would have found it easy to calculate the direction in which the Maine would swing, and the explosion follow. Of course the torpedo would float above the anchor to which it was attached and near enough to the surface to be touched by the Maine."

### SUGGESTION TO SICARD.

Secretary Long Names List of Officers to Investigate Disaster.

The Secretary of the Navy today telegraphed to Admiral Sigsbee, commanding the North Atlantic fleet, suggesting the appointment of the following named officers as a board to investigate the cause of the disaster to the Maine: Capt. William T. Sampson, commanding the Iowa; French E. Chadwick, commanding the New York; and Lieut. Commander Adolph Marix, judge advocate.

Acting under instructions from Washington, these officers will proceed immediately to Havana to make their investigation. They will probably make the trip on a man-of-war.

### DR. HUBBELL'S VIEWS.

Inventor of High Power Guns Says It Was a Torpedo.

Dr. W. W. Hubbell, the inventor of the high-power steel guns, and an expert in explosives, says:

"Considering the facts—that it was in the night time; that the crew and officers had retired; that the explosion occurred nearest the bow of the vessel; that gun cotton was stored near by or over the place of rupture and of explosion—placing all these facts together, it appears to me that a submarine torpedo was exploded under the fore part of the battleship Maine in Havana harbor, and that the concussion upward exploded the gun cotton, the two together destroying the vessel and the sleeping crew."

### EVIDENCE OF A TORPEDO.

Rumor From Key West Discredited at Navy Department.

A rumor from Key West this morning says: The divers who have been working about the bottom of the Maine's wreck have discovered an eight-inch percussion hole in a pipe.

Admiral Marix has summoned Captain Sigsbee to appear before Military Judge Peral to make the necessary depositions. All proofs of the torpedo work will be removed.

Another man-of-war is expected here tonight.

President McKinley's attention was called to the Key West rumor early this morning, having been sent to him by The Star. The President read the dispatch with deep interest, and said that it was the first news of that kind he had received. He said he had nothing else to say. With him at the time was Senator Quay of Pennsylvania.

Senator Burrows visited the President on Monday. When he heard of the telegram he said that while it might be of great importance, the Spanish government would have to be proven to be connected in some way with the explosion before any action could be taken by this country. "If I could go over to England," said Senator Burrows, "and kill Queen Victoria or blow up the House of Parliament the United States government could not be accused of committing the crime."

Discredited at Navy Department.

The Navy Department absolutely discredited the story coming from Key West that divers had found an eight-inch percussion hole in the bottom of the Maine. Secretary Long says that there is no such thing as a percussion hole; that there is no eight-inch torpedo, and there is no other way in which such a hole could be accounted for. It is, of course, possible that a shell exploding inside of the ship pierced a hole of that kind in the outer skin, but the character of the hole, and whether or not the skin was burned in or out around the puncture. It is more likely if there is any hole at all of the kind that it is simply the outlet of one of the numerous pipes from the inside of the Maine.

Secretary Long positively denies that Capt. Sigsbee has in any suppressed telegram expressed the opinion that a torpedo caused the disaster, or that it came from an external cause. The captain said, on the contrary, that he could not venture to express an opinion.

### AT THE WHITE HOUSE.

A Different Atmosphere From That of Yesterday.

The air of suppressed excitement at the White House yesterday was not observable today. No official news was apparently received by the President for hours after he went to his office, and none was given out, as was the case yesterday, when the informal cabinet session was in progress, and when Secretary Long was receiving dispatches from the Maine.

The President went to his office before 10 o'clock, but there was no hurried passing, backward or forward, of messengers bearing telegrams. The steady tramp of the congressman and his office-seeking constituents was all that was heard. The old game of office-hunting was again resumed. The Maine disaster has not yet become an "incident," but business has to go on. Men have to fill offices, and others have to get these places for them. The President has to listen to these men, and keep this part of the government moving, as well as others.

Secretary Long had not visited the White House up to a late hour in the afternoon. Postmaster General Gary was the only cabinet official to see the President, and he talked on department business. Judge Day, assistant secretary of state, ran in for a few minutes, but had nothing to give out. He did, however, have enough for a conference of importance.

News from Havana was eagerly sought for by the visitors, by White House attaches and a corps of newspaper men.

Dead to Be Buried at Havana.

Numerous inquiries are being received at the Navy Department from the friends of the seamen on the Maine, asking whether the bodies of the drowned will be brought to this country for interment. The general reply is that it is not likely the remains will be shipped here. The department, it is said, under ordinary conditions might bring the body of an officer or sailor who dies abroad to a port of the United States, but even after it reaches here there is no money available for transportation overland to a place of burial.

In the present extraordinary occasion against shipping the bodies, however, it is based on sanitary grounds. It is probable, said a naval officer today, that the bodies of the men will be buried in the cemetery at Havana at the expense of the government.

### CARING FOR THE DEAD.

The Remains Not Likely to Be Brought Home.

The Navy Department has received many inquiries from the relatives and friends of the men lost on the Maine, asking whether their bodies have been recovered and if they will be brought home for burial.

The general reply is that it is not likely that the remains of the dead will be brought to this country, even if they are recovered. It is said that the department might under ordinary conditions bring the body of an officer or a sailor who died abroad to a port in the United States, but even then there is no money to pay for their transportation to their homes. In the present extraordinary instance there are unusual reasons why this proceeding even cannot be followed. The probability is that most of the dead are more or less mangled, and it is questionable if they could be identified even if recovered.

But probably the strongest reason against bringing the bodies to the United States is a sanitary one. It is regarded as dangerous to bring bodies from a fever-infected district like Havana. It is therefore likely that all the bodies recovered will be buried in the cemetery at Havana at the expense of the government.

has also been a strong prejudice on sanitary grounds against the removal of the bodies from the scene of the disaster. It is feared that any person who dies in a country where low fever, cholera, smallpox or other infectious disease prevails.

Letter From Capt. Sigsbee.

The wife of Captain Sigsbee, who resides in this city, has received a cable from her husband simply announcing that he had escaped uninjured in the clothes in which he left his cabin at the time of the explosion; that he was well and very busy. His son-in-law, Ensign Kittelle, who is on duty at the Navy Department, says that the message was sent to reassure his family, and as Capt. Sigsbee is naturally an exceedingly buoyant and cheerful man, he was expected from him until he had an opportunity to communicate by letter.

Capt. De La Caza's Regrets.

The Spanish authorities still continue to express abhorrence and sympathy at the disaster. Acting Secretary McKeljohn today received the following telegram:

SAN FRANCISCO, Cal., February 17.—Please accept my sincere and cordial sympathy for the terrible calamity Maine.

(Signed) "Capt. C. De LA CAZA," Military Attaché, Spanish Legation.

### CHOSEN FOR OFFICE.

Presidential Nominations Sent to the Senate.

The President today sent to the Senate the following nominations:

George H. Lyman, of Massachusetts, to be collector of customs, district of Boston and Charlestown, Mass.

John T. Williams of North Carolina, to be consul at Sierra Leone, Africa.

To be assistant surgeons marine hospital service: H. B. Parker of Delaware, J. F. Anderson of Virginia, L. L. Lumsden of Virginia, M. M. Foster of Pennsylvania and R. M. Von Edozoff of the District of Columbia.

Navy—Capt. H. C. Cochran, to be major, 1st Lieut. L. Karmany, to be captain, and Second Lieut. W. C. Davidson, to be first lieutenant, all in the marine corps.

### MOVEMENTS OF WARSHIPS.

Unusual Interest Manifested in Them Since Maine Disaster.

The movements of our warships are being closely watched at the present time, but nothing was reported at the Navy Department of special significance in connection with the Maine disaster.

The gunboat Machias, which was recently ordered home from the Chinese station, sailed from Shanghai yesterday for Madeira on her way to New York, thus disproving the report that she had been ordered to join Admiral Howell's fleet at Lisbon, Portugal. That fleet consists of the San Francisco, Helena and Bancroft, and they are the only American naval vessels now in European waters.

The big armored cruiser Brooklyn, recently ordered to cruise in the West Indies, was appointed to the West Indies yesterday. Her future movements are not stated, but the belief is expressed that she will soon join Admiral Sigsbee's fleet at Key West.

The torpedo boat Cushing left Santo Domingo yesterday for Tortugas with dispatches for Admiral Sigsbee.

The gunboat Vicksburg, which is cruising in the West Indies, arrived at St. Kitts yesterday.

### GENERAL CURRENCY BILL.

A Subcommittee Appointed to Draft the Measure.

The House banking and currency committee has finished the hearing accorded the four members of the committee who are authors of currency measures. A subcommittee, consisting of Messrs. James T. McCleary of Minnesota, chairman; George W. Ham of Illinois and John Murray Mitchell of New York, was appointed to draft the general currency measure to be pushed at this session, and will begin its labors. The subcommittee will hold daily sessions till the bill is ready to be reported to the House in about a fortnight.

### TERRIBLE FIRE DAMP EXPLOSION.

Thirty-Seven Bodies Taken Out of a Prussian Colliery.

BOCHUM, Prussia, February 17.—A terrible explosion of fire damp occurred in the Verelichte Carolinengueck colliery at Bochum early this morning.

Thirty-seven bodies have been recovered. In addition many miners have been seriously injured. It is believed that fifty persons have perished.

### Personal Mention.

Pension Commissioner Evans is confined to his home with malaria.

Charles H. Maginnis, a special agent of the general land office, has resigned to take effect March 31.

## FROM INTERIOR CAUSE

Surviving Officers of the Maine Discredit the Torpedo Theory.

## MEN SAY IT WAS TORPEDO

Jose M. Mann of New York Describes the Disaster.

## WAS ON CITY OF WASHINGTON

Battle Ship Sank Three Minutes After Second Explosion.

## THE WORK OF RESCUE

KEY WEST, Fla., February 17.—The Associated Press correspondent here has had an opportunity to question a number of the officers and men who were aboard the Maine at the time of the explosion, and it is the opinion of all of them that the explosion was due to some interior cause, and not the result of the explosion of a torpedo on the outside.

Jose M. Mann of New York, a passenger on board the City of Washington of the Ward line, which was moored near the battle ship Maine on Tuesday night at the time of the disaster to the battle ship, in describing the catastrophe today, said:

"While we were conversing in the cabin of about twenty minutes past 9 on Tuesday night a loud report started the company. They rushed to the port holes and saw an immense flash shoot up in the air with a terrific report. Debris of all kinds and large number of bodies were thrown upward. It was at first thought that the Maine was being fired upon, but afterward, as the City of Washington was struck by a wind turned out to be falling debris, and she careened, it was thought she was being fired upon. A second explosion took place, and following it we heard groans and cries of 'Help! Help!' The boats of the City of Washington and those of the Spanish cruiser Alfonso XII were hurriedly launched and went to the rescue. I went in one of the boats of the City of Washington, and the scenes I witnessed were heartrending beyond description."

"Two of the small boats on board the City of Washington were stove in by debris from the Maine. The battle ship sank even with the water in about three minutes after the explosion."

### Steamer Turned Into Hospital.

"The City of Washington was converted into a veritable hospital. Many of the rescued men were brought on board almost nude, and the passengers gave them clothing etc. The officers of the City of Washington did all in their power to make the rescued men comfortable."

"About half an hour after the explosion Consul General Lee, the civil governor of Havana, and General Blanco's chief of staff came on board. General Lee remained with us all night."

"The affair caused the utmost excitement in Havana. Seven bodies were picked up in the harbor yesterday and were identified, though horribly mangled."

"The explosion occurred forward of the midsheep section of the Maine."

The reports today from the wounded of the Maine show them to be doing well, except in the case of Patrick Foley, an apprentice, whose skull is fractured. It is feared Foley will die.

The officers from the Maine here are at the hotels and are quartered with army or navy officers and the seamen and others have been provided for at the barracks, or have been sent to the cruiser New York.

### Enlisted Men Talk Freely.

The men, including the petty officers of the Maine, talk more freely than the commissioned officers, and are almost unanimous in insisting that the explosion was caused by a large torpedo planted before the Maine arrived at Havana.

The naval men here say that would be possible, but it is not likely. The anchorage of the Maine was designated by a buoy and the location of the buoy was fixed by the harbor officials. It is added that any official perfectly posted as to currents and tides might plant a torpedo at night so that, under certain conditions of tide, it would be under the forward part of the Maine as she swung to her moorings. Once planted, it is further stated here, such a torpedo could be exploded from the shore or from a boat at any time fixed upon by those in the secret."

All this, however, is regarded as being unlikely to occur, and as being almost impossible to occur without the collusion of Spanish officials.

The Maine, according to the reports received here, was split open forward, there, it is added, it is difficult to see how such a result could be attained by a torpedo from the outside, and therefore it is pointed out that the explosion seems to have come from within, although the keys of the magazines were in the hands of Captain Sigsbee.

Temperature in Magazine 59.

When the keys of the magazines were delivered to Captain Sigsbee the temperature of the forward magazine was 59, and it is said that no high explosives were stored there, which would mean to make the mystery more dense.

Fears are expressed here that the divers will not be able to throw light on the cause of the disaster, since the forward part of the Maine is practically a solid mass.

Why the main magazine, which was filled with high explosives and easily affected by concussion, did not go up is another mystery, as had the after magazine exploded no one on board could possibly have escaped death.

As this dispatch is sent, no news of importance has been received here from Havana or from the fleet.

The following is the official list from the

If you want to buy, sell or exchange anything, lease property or rent rooms, want a situation or want help, it will pay you to announce the fact in the advertising columns of The Star. They are closely studied by more than three times as many people as read any other paper.

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